

Today's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
The Company's Steamship

"FORMOSA,"
Captain Douglas, will be despatched for the above Ports, on SATURDAY, the 12th instant, at 10 A.M.

For Freight or Passage, apply to
DOUGLAS LARPAK & Co.,
General Managers.

Hongkong, 10th August, 1899. [1022a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
The Company's Steamship

"CHANGSHA,"
Captain Moore, will be despatched on SATURDAY, the 12th instant, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

First-class Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 10th August, 1899. [1023a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.
The Company's Steamship

"CHANGSHA,"
Captain Moore, will be despatched as above on SATURDAY, the 12th instant, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 10th August, 1899. [1005a]

OCCEIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship "COPTIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk.

J. S. VAN BUREN,
Agent.

Hongkong, 10th August, 1899. [1023a]

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the Manager, "The Hongkong Telegraph," and not to the Editor.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

While the columns of the "Hongkong Telegraph" will always be open for the free discussion of all questions affecting public interests, it must be distinctly understood that the Editor does not intend to hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisements are requested to forward all notices intended for insertion in this day's issue not later than three o'clock to the Manager, "The Hongkong Telegraph," and not to the Editor.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The "Hongkong Telegraph" has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisers. Terms can be learnt on application.

Intimation.



A. S. WATSON & Co., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

BRANDIES.

A.—Hennessy's Old Pale, Red Capsule - - - - - \$18

B.—Superior Very Old Cognac Red Capsule - - - - - \$21

C.—Very Old Liqueur Cognac - - - - - \$24

V.O.—D.—Hennessy's Finest Very Old Liqueur Cognac, 1872 Vintage, Red Capsule - - - - - \$36

V.V.O.—E.—Finest Very Old Liqueur Cognac, 1862 Vintage - - - - - \$48

All these Brandies are guaranteed to be PURE COGNAC, the differences in price being merely a question of age and vintage.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

A. S. WATSON & Co., Limited.

BIRTHS.

At Shanghai, on the 15th July, Countess BUTLER, of a son.

On July 27th, at Yokohama, the wife of ROBERT T. BELL, of a son.

On July 30th, at Tokyo, the wife of GEORGE E. L. GAUNTLEY, of a daughter.

At 14, Whangpoo Road, Shanghai, on the 29th inst., the wife of A. W. DANFORTH, of a son.

MARRIAGE.

On July 20th, at Yokohama, WILLIAM GEORGE SMITH, of the Nobles' School, Tokyo, to EDITH GRIGG, of Darford, Kent, England.

DEATH.

At Yokohama, on July 29th, GEORGE SCHAEFER, 30 years of age, suddenly, of heart disease.

The Hongkong Telegraph

HONGKONG, THURSDAY, AUGUST 10, 1899.

TELEGRAMS.

REUTER'S TELEGRAMS.

DEBATE ON CHINA IN THE HOUSE OF COMMONS.

LONDON, August 8th.

In a discursive debate on China in the House of Commons Mr. Brodick said, that Englishmen naturally viewed any reforms in China with favour, but the customs of centuries could not be changed quickly. The Government hoped for good results from the co-operation of Germany in keeping ports open to their trade. The Government though appearing to proceed alone was often voicing the opinions of other Powers. Adverting to the Manchuria-Peking Railway Mr. Brodick said it would probably be found that other Powers shared the British view, that the predominance of a single power at Peking cannot be viewed without concern and that the condition of affairs in China must continue to be fraught with some peril to peace. The Government's attitude however was one of patience and watchfulness.

RUSSIA CHINA AND JAPAN.

A note from M. de Giers warns China that an alliance with Japan will give great offence to Russia and that the consequences would be most serious.

[FROM JAPANESE PAPERS.]

THE HAGUE CONFERENCE.

THE HAGUE, July 29th.

The third report of the Japanese representatives at the Peace Conference at the Hague reached the Government last night, and a summary of it will shortly be published. It is stated that the Conference has only adopted a resolution to prohibit the use of dum-bullets and another for the application of the Regulations of the Red Cross Society to naval battles.

AMERICAN TAX ON BRAZILIAN COFFEE.

THE HAGUE, July 29th.

It is reported that the Brazilian coffee which escaped the imposition of the War Tax Duty in America last year, will have imposed upon it a duty of 3 cents per pound. If this report is true, it will likely to improve the export of Japanese tea to America.

CHINA AND FOREIGN POWERS.

THE HAGUE, July 29th.

According to a report from a reliable source, a secret Council of the Chinese Government was held on the morning of the 11th inst., under the presidency of the Empress Dowager, and it was decided that in case of any foreign Powers, now leasing land in China, attempting to extend the area of their leased lands, such action should be resisted by the force of arms, and instructions to this effect have been issued to all the "Tartar" Generals, the Viceroy and Governor-Generals of various provinces throughout the Chinese Empire.

THE CIVIL CODE AND THE EMPHYTEUSIS PROVISIONS.

THE HAGUE, July 29th.

Messrs. Hirose and Matsuno, as a deputation from the farmers holding land in the province of Toza under an emphyteusis arrangement, who will be deprived of their land by the provisions of the Civil Code, filed a petition to the Cabinet yesterday signed by over 4,200 tenant farmers.

THE FIREARMS AND GUNPOWDER REGULATIONS.

THE HAGUE, July 29th.

A special meeting of the Privy Council was held to-day to consider the Regulations relating to the control of firearms and gunpowder. The Ministers for War and Navy, Major-General Nakamura, Vice-Minister for War, and Colonel Saisho attended the meeting and explained the Regulations. His Majesty the Emperor is said to have been present.

THE PILOTS' LAW.

THE HAGUE, July 29th.

An Imperial Ordinance, No. 356, decreeing that the Pilots' Law shall be put into operation on the 4th August, 1899, has been issued. Regulations regarding the operation of the Pilots' Law have been issued by the Minister for Communications.

POLITICAL MEETING DISPERSED BY POLICE.

THE HAGUE, July 30th.

A political meeting held here by the Progressists was dispersed by the police, and six members of the party have been placed under the ban of the Law of Administration.

THE CROWN PRINCE AT NIKKO.

THE HAGUE, July 30th.

Upon his arrival at Nikko, on the 28th inst., His Imperial Highness the Crown Prince summoned the Governor of Tochigi and informed him of his intention to present Yen-1,000 towards the educational, sanitary and engineering funds of the town of Nikko.

EXPECTED RISING IN FORMOSA.

TAIPEI, July 30th.

A rebel leader named Lin King, with some eighty followers, is reported to be making preparations for a raid on Tainchiao, by way of crossing the Lin Li-shing, who recently lost in the insurrection. The troops garrisoning

and Chiochi and a police detachment proceeded to Tainchiao yesterday.

THE YOKOHAMA MURDER.

TOKYO, July 31st.

The time given for an appeal against the decision of the preliminary examination judge in the case of Miller, accused of the triple murder in Yokohama, having expired on the 29th inst., the case has been set down for hearing on the 5th proximo.

ITALIAN WAR-SHIPS.

TOKYO, July 31st.

It is reported that the Italian cruiser *Piemonte* left Shanghai for home on the 28th inst., and the cruiser *Carlotto Colombo* is shortly to take her place in Chinese waters.

PRINCE HENRY.

TOKYO, July 31st.

A telegram has reached the Government stating that the German ship *Deutschland* with Prince Henry on board, arrived at Cansun on the 26th inst.

THE PEACE CONFERENCE.

TOKYO, August 1st.

According to further news of the Peace Conference, it has been decided that all the conventions agreed upon shall be signed in December next. The summary of the results and proceedings of the Conference, is now being laid before His Majesty the Emperor, and it is expected that they will be made public shortly. It appears that the obligation of the representatives of the Powers to observe reticence regarding the proceedings and results of the Conference will continue to the conventions have been signed. Under these circumstances, only those parts which are not prejudicial to such agreement will be made public. It is unknown what conventions have been agreed upon or how long the representatives of the Powers will remain at The Hague.

TREATY WITH GREECE.

TOKYO, August 1st.

The Treaty of Commerce lately signed between Japan and Greece is now being considered by the Legislative Bureau. It will be promulgated after being approved by the Privy Council.

PRIVY COUNCIL.

TOKYO, August 1st.

At yesterday's meeting of the Privy Council, His Majesty the Emperor was present from 10.35 a.m. to 12.25 p.m., and again from 2.35 to 4.05 in the afternoon.

JAPANESE RELIGIOUS LIBERALITY.

TOKYO, August 1st.

It has been decided that the Christian churches in the city and rural districts of Tokyo shall, counting from the 27th ult., be exempted from imposition of the House-tax, the same as Buddhist temples, in accordance with the Home Department Order No. 41.

PURCHASE OF AN IRON MINE.

TOKYO, August 1st.

The Akatani Iron Mine in Niigata prefecture, owned by the Mitsui Bishi Company, has been purchased by the Government Iron Foundry for ¥200,000, of which ¥30,000 was paid down, and the balance will be paid next fiscal year.

SNOW ON MOUNT FUJI.

TOKYO, August 1st.

An official of the Central Meteorological Observatory states that the temperature on the summit of Mount Fuji since the beginning of July has been abnormally low. The reports of a commission sent by the Observatory to Fuji on the 24th July, state that even at midday the temperature has not risen above 5 deg. or 3 deg. Cent. From the 25th to the 28th snow fell in intervals, and that which commenced to fall at 4 a.m. on the 28th reached as low as the *Shigamo*, the summit being entirely covered. Such a sight has not been seen for many years. The snow which fell last winter in the hollow at the top is not yet entirely melted, the quantity being larger than was ever known before. Icicles 4 or 5 feet long are to be seen on the sides of the crater at the summit.

WEATHER REPORT.

The Observatory report says—

On the 10th at 11.55 a.m. The barometer has fallen on the China coast, particularly in the North; risen in Tongking. A shallow depression, which may have advanced from the Loo-choo, lies over the E. coast of China. Gradients slight for S. winds in S. China. FORECAST—Light to moderate S.W. winds; showery.

LOCAL AND GENERAL.

DIRECT telegraphic communication with Foo-chow, which was interrupted by the recent heavy weather, is restored.

STEAM was raised yesterday on the captured cruiser *Lila da Cuba*, now being refitted at the Hungkong Docks under the superintendence of Lieutenant Hobson, U.S.N.

The Northern Pacific Steamship Company inform us, but too late to allow of their timetable being altered, that the s.s. *Glenzie* will sail to-morrow, the 11th instant.

The Hon. Treasurer of the Alice Memorial and Nethercole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

C. Ewens - - - - - \$50

Chew Dart Tong - - - - - 25

ORDERS have been received by the commander of the Spanish transport *General Alava* to proceed to the Caroline and Marianas and Palao islands, in order to take on board the Spanish officials, and troops at those points, and proceed to evacuate the islands. A German warship is expected to meet the *Alava*, and the respective officials will arrange for the transfer of sovereignty—*Manila Times*.

THE PLAGUE.

Cases reported to the Health Officer—

Do. do. during past 24 hours—

Do. do. during past 24 hours—

THE KOWLOON CUSTOMS REPORT.

The following is the Kowloon Customs report for 1898—

LOCAL.

The year opened with an outbreak of bubonic plague in Hongkong. The first case was reported on January 1st, and the disease prevailed until the beginning of July. The number of cases reported in the colony was 1,449 Chinese, of which 1,111 died, and 75 non-Chinese, of which 49 were fatal. In the district of Chinese Kowloon the plague made its appearance on 1st March, and there were 385 deaths reported. The most noteworthy event of the year was the agreement, signed on the 19th June, by which China leased to Great Britain, for a period of 99 years, the waters of Deep and Ming Bays, the territory lying between them and a number of the islands adjacent to Hongkong, reserving to itself the city of Kowloon only. This expansion of the colonial territory was received with much satisfaction by the colonists of Hongkong, many of whom appeared to derive particular gratification from the prospect of seeing the Stations of the Chinese Customs moved further from the colony. The Honorable J. H. Stewart Lockhart, who was specially deputed for the purpose, proceeded on a tour of the newly leased territory in August and made his report to the British Government, but up to the close of the year no steps had been taken for effective occupation. The year 1899, however, most assuredly inaugurated a new order of things, and it will be appropriate while reviewing the trade of 1898, probably the last complete year of the old order, to compare it with the opening year of the administration of the Kowloon Customs under the Foreign Inspectorate, which began in April 1897. This comparison, it may be hoped, will remove the impression which exists that the inauguration of the Customs has been detrimental to the trade of the Colony. It will be best to take as a basis of comparison the figures of 1898, when the work under the new conditions was fairly established. The total volume of trade for that year was valued, in round numbers, at Hk. Tls. 32,200,000; that of 1899, though not the best on record, reached the value of Hk. Tls. 45,700,000. This was divided as follows—

	1889	1898
Foreign goods imported	12,895,000	17,139,000
Native goods imported	3,712,000	3,517,000
Native goods exported	1,415,000	2,533,000
Native produce exported	14,195,000	22,512,000
Junks inward and outward	46,995	60,429
Revenue: On general cargo	326,266	351,902
Revenue: On Opium	269,817	452,220
Total Revenue	596,083	804,122

The above figures demonstrate sufficiently that the trade has prospered during the 10 years, and reference to the Special Tables of the Returns will show that, in respect of Exports, the progress has been almost unbroken. It is noteworthy that while in 1889 the Opium Revenue was nearly one-half of the total collection, it was in 1898 little more than one-tenth, but the Revenue on general cargo was considerably greater in 1898 than in 1889. It will also be found on comparing the development of the steam trade between Hongkong and Canton with the junk trade of Kowloon during the past 10 years, that the latter has progressed in considerably greater proportion. The Kowloon junk trade has undoubtedly fallen away slightly during the year under review but there is little doubt that this decline in due, in a great measure, to the opening of the West River to steam traffic. This may be but a temporary check, for, to judge from the comparison with Canton steam-borne trade, the junk traffic may be able to hold its own, and room be found for both, as late developments, on the West as well as on the Pearl River. It is early to pronounce an opinion as to the influence on the junk trade of the new inland water steam navigation facilities initiated in June. Towage of junks appears to be the favorite method of applying the steam power, and this should stimulate rather than injure the junk trade. As the regulations at present stand, these facilities do not extend to places outside of Chinese water, and consequently do not immediately affect Hongkong.

There have been several cases of piracy in this district during the year; and an incipient rising of the Triad Society, in the country bordering on the newly leased territory, was nipped on the spot by a military expedition from Canton in October. The war between the United States and Spain, declared on the 23rd April, does not appear to have influenced the Kowloon trade.

REVENUE.

The net decline in the Revenue is Hk. Tls. 127,270. The loss is shown under all heads, with the exception of export *ching-fai*, which was increased to the extent of Tls. 1,749 by the transfer to the Kowloon Customs of the collectorate on several additional articles formerly farmed to Chinese. The heaviest loss is shown in import *ching-fai*, and is due to the transfer of the kerosene trade to Foreign bottoms, in order to escape the *tsu-hi* tax and to enjoy the advantage of transit passes. The rate of *ching-fai* on kerosene was reduced from 10 to 5 cents in February, to check this diversion to other channels, but without permanent result, though for a time some of the trade was brought back. That the import duty decline by Tls. 33,638 was mainly due to the kerosene shift, instead of going to Chan-shun and other places direct from Hongkong by junk, when it would pay Duty, was taken in Foreign vessels to Canton, whence it was conveyed to these places under transit pass. The loss of export duty and *ching-fai* is more than covered by the stoppage of the export of glutinous rice in April. The Native authorities becoming alarmed at the heavy *ching-fai* of this cereal abroad, principally to Japan.

IMPORTS.—The value of cotton piece goods imported was about Hk. Tls. 174,000, as compared with about Hk. Tls. 150,000 in 1897 and Hk. Tls. 150,000 in 1898. These figures include Japanese goods to the value of Hk. Tls. 10,200 for 1898 and Hk. Tls. 12,800 for 1897, which indicates a decreasing demand for Japanese fabrics. The Indian yarn import jumped from 33,340 to 113,300 piculs, representing a value of Hk. Tls. 1,800,000—the largest importation on all heads, and the value is Hk. Tls. 20,000 against Hk. Tls. 11,100 in 1897 and Hk. Tls. 140,000 in 1898. The demand for this class of goods seems to be weakening year by year in the Canton province. Metals show a surprising evenness in each year's importations, and there is nothing very notable in the list, except an increase in iron. The import of new yellow metals has declined steadily for years, and the value of the imports has fallen from 1,800,000 piculs and 4,500 piculs in 1897 to 1,600,000 piculs and 4,500 piculs in 1898.

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At Hk. Tls. 6,646,000, were imported. In 1889 an importation of 3,007,700 piculs was valued at Hk. Tls. 4,512,000, which is a fair measure of the rise in prices during the 10 years. The rice imports vary in inverse ratio with the crop in the two Kwangs. Rice bran (1,607,000 piculs) valued at Hk. Tls. 1,705,000 comes next in order of value. Kerosene oil follows, with a value of Hk. Tls. 1,040,000, representing 7,023,000 gallons. This is a decrease of nearly 4,340,000 gallons on the trade of 1897, but exceeds that of 1889 by 1,400,000 gallons. While the American oil has held its own in the 10 years, Russian has risen from 631,000 to 2,155,000 gallons, and Sumatra, which first appeared in the Returns in 1895 with 200,000 gallons, has risen to 2,657,000 gallons. The shipment under foreign flag or by steamer to Canton and West River ports, together with the junk shipments from Kowloon, will probably be found to equal, if they do not exceed those of 1897. The import of 51,300 tons of coal valued at Hk. Tls. 39,000 seems unnecessary to a province reported to possess extensive coal-fields of good steam coal. The import in 1880 was only 13,600 tons. Nearly 29,000 piculs of wheat flour presumably from America does not show much advance on the 26,000 piculs shipped in the year 1889. 38,000 piculs of salt were 22,000 piculs of sandalwood, 2,100 piculs of white shark fins, 486,000 pieces of stone slabs, 25,000 piculs of white sugar and 15,000 pieces of hand-made timber are other items which contribute largely to the value of the Imports. Native imports from Hongkong contain but few items of importance and are, for the most part, produce from other parts of China brought by steamer to Hongkong and reshipped by junk. The most important item, however—dried and salt fish (247,000 piculs, valued at Hk. Tls. 1,385,000)—may be considered a Hongkong product, for most of the fishing boats engaged in the trade hail from the Colony. The value has declined somewhat as compared with 1897, but the figures have not varied greatly during the past 10 years.

EXPORTS.—The exports shown in Table No. V. are all of them to Hongkong. Their value is estimated at Hk. Tls. 22,500,000. This total indicates a fairly steady export trade, and though exceeded in the three previous years by half a million taels, or less it compares very favourably with the Hk. Tls. 14,400,000 which represented the export trade in 1889. The opening of the West River has no doubt handicapped the junk trade, and it is pleasing to note that it has held its own well in the matter of exports. The class of export which appropriates the largest share of the above total is silk in its various kinds and degrees of manufacture, its total value being returned as Hk. Tls. 3,377,000 the value in 1889 being only Hk. Tls. 2,200,000. The silk piece goods trade of Hk. Tls. 2,800,000 has more than doubled in these 10 years; Refuse silk (Hk. Tls. 983,000) is 12 times greater; embroidery (Hk. Tls. 2,900) is doubled; fashions (Hk. Tls. 27,000) more than five times greater. A large buyer of silk piece goods, uniforms, that, with the present low price of silks, the Canton manufacturers are well able to compete with the products of Japanese and European looms. Though their finish is not so high as the textures woven by modern machinery, they are more durable. The trade might be considerably extended if the manufacturers would take the trouble to have good samples prepared of the different patterns and fabrics their looms can produce, and if they would be careful that the goods they send correspond with the pattern. It is assumed that large orders are lost through the failure to have full lines of samples ready to show would-be purchasers when asked for. The item of next importance is the trade in mulling, which, from a value of Hk. Tls. 6,000 in 1889, has now reached the respectable figure of Hk. Tls. 1,300,000. This article, and the almost equally important item fire-crackers (valued at Hk. Tls. 1,074,000 also a growing trade, are mostly for the United States, and supply a large portion of the return cargo of the fine sailing vessels trading from that country to Hongkong. Tobacco is another valuable export—39,000 piculs of prepared tobacco and 17,000 piculs of leaf, worth Hk. Tls. 860,000, having been shipped to Hongkong during the year. The value in 1889 was Hk. Tls. 600,000. The trade in silk clothing has declined in almost inverse ratio with that in cotton clothing, but it is still worth half a million taels. The casual trade varies greatly from year to year. 1898 shows a fair average trade of Hk. Tls. 600,000 in 1889 it was only Hk. Tls. 275,000. Cheap goods, principally coarse, represented Hk. Tls. 860,000. There has been a steady growth in the export of samliu, which comes chiefly from Shunhai, and is valued for the year at Hk. Tls. 385,000; it is mostly for Hongkong consumption. The export of paper, valued at Hk. Tls. 394,000, is the lowest for many years, and its decline is said to be caused by the dearth of bamboos from which it is made and

THE LEFT FATALITY.

The adjourned enquiry into the fatality which occurred last Sunday at Queen's Buildings, by which a Chinaman, employed as elevator attendant, met his death, took place this afternoon at the Magistrate's office, before Mr. Gompertz.

Dr. Thompson said he had examined the body of the deceased on the 7th inst. at the Public Mortuary and found a long straight bruise on the left side of the chest and the fourth and fifth ribs on the same side were broken. Further examination revealed the characteristic plaques of plague, though there were no external symptoms of plague. Death resulted from a shock but as the man had been suffering from plague, a notification had been sent to the Sanitary Board. The deceased must have been suffering from the plague before the accident, but the direct cause of death was doubtless the accident.

William Emps, overseer of the Queen's Buildings, gave evidence of having found the deceased stuck fast in the lift, and having assisted in his release. The man was quite dead when he saw him. The deceased was employed as lift boy and was in charge of it. The orders are that the door must be shut before the lift is started. Each boy has orders, printed in Chinese, issued to him.

Mr. Wickham, manager of the Electric Co., said the lift is controlled by a hand rope passing through it to stop the lift either ascending or descending. The rope has to be grasped. There is a self-acting arrangement that stops the lift either at the top or bottom. The exact stopping place depends on the number of persons in the lift, they are so adjusted that the smallest load in them would be with the attendant. This lift has been tested since the accident and with no one in it stops automatically within three or four inches of the floor. If the rope was pulled down sufficiently from the outside, the lift would commence to go up. Anything preventing the lift from working, (assuming) would automatically slow the rope and to turn off the current. Mr. Honour found that the deceased, though suffering from plague, had died from the shock.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

PROTECTION OF WOMEN & GIRLS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH".

SIR,—If I might again encroach on your valuable space I should consider it a favour to be allowed to answer the disparaging remarks made by Thankful as regards my common sense.

First allow me to compliment him on his choice of "non de plume". He is thankful and like many others, is thankful before they have really got. His remark "a step in the right direction" is incorrect in one slight particular; it is not a step, but miles beyond what is actually required, and so far instead of acting as a deterrent to vice, will engender it and instead of regulating, as it is intended to do, it will make secret houses, the same as in England; a state of affairs not at all desirable.

If your correspondent will look again at the text of the bill, as given in your Monday's issue, and carefully read clause 4, I think he will have sufficient answer to his observations as regards "cranks" but if still not satisfied, let him look at the object and reasons for the bill, and see what they are for clause 4. He will then, I feel certain, come to the same opinion as I have, that any person, civilian or in the police force, lodging a complaint, would have no difficulty in proving the house was a brothel, and the Magistrate, whose powers by this ill-constructed bill are great but badly defined, would be almost compelled to have the house shut up.

It was especially claimed at the Legislative Council Meeting, so I have been informed on reliable authority, for this bill that it was better than the Singapore Ordinance, inasmuch, that it was not intended to close all the houses but only those that were carried on in a disorderly way or were located in undesirable localities. Perhaps your correspondent can point out to me where any provision is made to ensure this? I have studied the bill closely but have not yet seen any definition of the word "disorderly" nor have I seen any locality mentioned as being desirable. I could only see that if one house was closed by this Ordinance, then the same arguments would apply to close all the houses.

I am much afraid, Sir, that your correspondent has been carried away by his sentiments so that his senses of truth and justice have been perverted. I do not stand as a protector "of this disgusting trade," but I have given the subject enough thought to know that such stringent, ill-considered measures, have done and will do more harm than good. I am much obliged to him for the suggestion, with which he closes his somewhat fantastic letter and which he exercises some of his superabundant common sense he will see that I have acted on it, in the very letter which has so enraged him. In it I pointed out some serious defects of the bill as it stood, and also offered a remedy and placed the whole before the public. I suppose the Justices of the Peace are members of the British public.

With the usual apologies,

I am, etc.,

Hongkong, August 10th, 1899.

WATER RETURN.

Level and storage of water in Reservoirs on the 1st August.

	1899.	1898.
Typhoon	114 ft. 2 in. below overflow	10 ft. 1 in. above overflow
Pokfulam	10 ft. 2 in. below overflow	12 ft. 8 in. below overflow
Wong Nei	9 ft. 2 in. below overflow	10 ft. 2 in. below overflow
Chong	10 ft. 2 in. below overflow	10 ft. 2 in. below overflow

STORAGE GALLONS.

Typhoon	270,130,000	385,520,000
Pokfulam	60,000,000	60,160,000
Wong Nei (Chong)	18,000,000	18,000,000
Imation only	18,000,000	18,000,000

Total, 356,130,000 453,680,000

Consumption of Water in the City of Victoria and Hill District during the month of July.

	1898.	1899.
Consumption	104,488,000 (14,763,000 gallons)	Estimated
Estimated	106,000	201,500

Consumption per head 171 283 gallons per day

Consumption of Water in Kowloon Peninsula during the month of July.

	1898.	1899.
Consumption	6,742,000	382,000 gallons
Estimated	35,000	27,100

Consumption per head 83 283 gallons per day

The Government Analyst reports that the water is of excellent quality.

C.D. O'Malley

Water Authority

NORTHERN NOTES.

(From Shanghai Papers.)

Chinese Ambassador to Paris.

His Excellency Yu Keng, Chinese Ambassador to Paris, accompanied by his family and suite, arrived at Shanghai on the 2nd inst. and was to leave in a few days for Paris to assume his official duties.

Railway Appointments.

The N. C. D. News learns from reliable quarters that Chang Yen-miao, assistant Director-General of the Imperial Northern Railways, some two months ago appointed Sir John Wolfe Barry, K.C.B., as consulting engineer, and that a civil engineer, the latter's representative, is now on his way out.

Collision on the Huangpu.

A collision occurred on the 1st inst. in the Upper Huangpu between two steam-launches. One of them, coming from Hoochow with thirteen Chinese on board, was cut almost in two and capsized, seven of those on board being saved and six drowned, among the latter being two prominent Shanghai silk-men.

H. E. Sheng.

H. E. Sheng, Director-General of Southern Railways, etc., who went to Soochow recently to see Kang Yi, the High Commissioner of the China Merchants' and the Telegraph Administrations, an extra annual contribution of Tls. 100,000 to the Empress Dowager's coffers, subsequently visited Changchou, his native city. After a couple of days' stay there H. E. returned to Soochow and left that city for Shanghai on the 2nd inst.

An Official Degraded.

Hu Chia-chen, ex-Acting Provincial Treasurer at Nanking and substantive Salt Taoist of Kiangsu, who was denounced recently to the Empress Dowager and subsequently handed over to the Board of Civil Appointments for the determination of an adequate penalty, has, it is reported by wire from Peking, been recommended by the Board to be degraded three steps in rank and to be transferred to some post corresponding to the rank to which he will be reduced.

A Birthday Tiffin.

The Shanghai Taoist, Mr. Tsing, gave a grand tiffin at the Bureau of Foreign Affairs in the Bubbling Well Road to celebrate the birthday of the Emperor of China. All the Consular Body were present, the Commissioners of Customs, etc., and some other foreigners, and principal local Chinese officials. Mr. Valdez, the Senior Consul, proposed the Emperor's health, which was acknowledged by the Taoist, who proposed in return the health of the rulers of the countries represented at the banquet.

The Emperor's Health.

The Universal Gazette states:—"A report having come to this port, through certain persons lately arrived from Peking, that His Majesty Kuang Hsi had suddenly had a relapse and that, despairing of his Majesty's life, an heir and successor to the Throne had been secretly chosen, we immediately telegraphed to our correspondent at the capital asking whether this report was true. We are extremely thankful that the report has been absolutely refuted by our correspondent, who further states that His Majesty is in better health than before, and we therefore gladly publish the above to allay anxiety."

A Faction Fight.

At the latter end of last month Newchwang witnessed a faction fight between gangs of local and Tientsin coolies. Four foreigners learning of the threatened disturbance, out of sheer curiosity hastened to the scene. They had barely reached the spot when they were set upon by some members of the former gang. Two luckily made their escape and were able to bring assistance to their less fortunate companions, one of whom, a Customs official, was dangerously wounded over the head and body, the assailants having set upon him with spades. The other had his kneecap badly cut besides minor injuries.

Chinese in the Japanese Navy.

It appears, according to a Tokio dispatch to the Shanghai native officials, that, although the Japanese Government has no objection to aliens entering the Japanese Army to learn their profession, there are regulations prohibiting the same privilege to those who desire to enter the Navy for the purpose. The thirty youths from the Liangkang and Hukung Viceroyalties, therefore, who were sent late last year to Japan to learn their profession in the Japanese Navy have been notified by H. E. Li Sheng-ii, the Chinese Minister, that they must either choose another profession or return home, as entrance into the Japanese Navy has been consistently refused in spite of prolonged negotiations.

The Secret Mission.

The N. C. D. News is informed that, owing to the bursting of the secret mission bubble of the Empress Dowager to the Mikado of Japan, the questions of returning the ex-Pei-yang fleet to China, etc., have been laid on the shelf for the present. It is further stated that, besides the autograph letter of the Empress Dowager to the Mikado, there was also a letter from Prince Ching to the high Ministers of the Mikado's Cabinet, which the two secret envoys had in their possession, and that both of these were freely displayed by the two envoys, en route, to Japanese officials, in order to gain the respect of the latter and to show off their own importance.

Conservatism Rampant.

It is reported from Tientsin that the Conservative party at Peking have been active again against Reform, and that now they have the cue from the Empress Dowager and her nephew Junk Lu that what is most needed, at the present juncture, is money, hundreds of memorials have been lately sent to the Palace suggesting the closing of all schools and colleges established by command of the Empress Dowager, and the point of view, before the fall of the Empire, is held out that the money required for these schools and colleges could thus easily be diverted into the Empress Dowager's Exchequer. The bait has been taken and it is to be feared now that these last remnants of the Imperial Reformers' energy will have to go down before Conservative bigotry after all.

Krupp Guns for Nanking.

A Nanking dispatch reports the arrival of that port of a battery of eight Krupp field guns of the very latest quick-firing pattern. These guns formed part of an order sent by the Pei-yang Administration to Krupp's works at Essen for a battery of six guns, of which four are for the Northern and two for the Nanjing Army.

Should the guns prove easily manipulated by Chinese artilleryists it is intended to give larger orders so that the Pei-yang and Nanyang armies may have each four batteries of eight guns to a battery, and the Maritime and Yangtze provinces two batteries each. Yi who Viceroy Chang Chih-tung, however, intends to have four batteries of these quick-firers, having already formed a very favourable opinion of them, after witnessing the performance of a sample quick-firer which was brought to Wuchang by one of Krupp's agents early last spring.

Viceroy Liu.

The Szechwan states that Viceroy Liu of Nanking has decided to retire into private life at once, and that, although the Empress Dowager may grant him sick leave, he is determined to go on applying for permission to retire from office until he finally gets it. From other sources the N. C. D. News further learns that the reason of this determination to retire was mainly due to the irritating and haughty conduct of the high Commissioner Kang Yi, who while at Nanking simply turned the Viceroy established by Viceroy Liu upside down without deigning to consult with the latter whose guest he (Kang Yi) really was, except on the most trivial matters. When we know that Viceroy Liu has always been a proud man, brooking no rival, one can understand this outrage upon his feelings and his indignation against his uncouth but cunning visitor, and we therefore need not be surprised to learn that when Kang Yi at last left Nanking for Soochow, leaving a train of misery and chaos behind him, the Viceroy Liu was the only official who did not go to bid the former on his way at the jetty at Hsiakiang.

Defamation and Damages.

In the German Consular Court at Shanghai Dr. Knappé gave judgment in a case in which Dr. Scholvin sued Mr. F. A. W. Ellert for damages for defamation of character. It appeared from the pleadings that four or five years ago the plaintiff was engaged to superintend the manufacture of smokeless powder at the mills at Lungshu. He did turn out powder of good quality, but on account of the insufficiency of the plant, as he alleged, the quantity was insufficient. The powder was used in both large and small arms and found satisfactory. About a year ago, as the plaintiff complained, the defendant said to a third party in Shanghai that the expert who had been engaged for the purpose had failed to turn out proper powder, and that a Chinese had afterwards been engaged. This was the defamation complained of. In giving judgment the Court held that the defendant had been guilty of defamation, but as it was without malice, and having regard to the length of time which had elapsed since the words were spoken, the case would be met by the defendant being ordered to pay \$5 and costs. Moreover, Dr. Scholvin could rest satisfied that his reputation as a chemist had not suffered.

Impoverished Peking.

The Universal Gazette states, that so urgent is the need of ready money at Peking just now that the Tientsin Customs Taoist, Huang Kien-yuan, and the managers of the Kaiping colliery have been called upon to contribute at once something to the empty exchequer. Huang Taoist therefore offered to pay from Tls. 60,000 to 70,000 and the managers of the Kaiping mines Tls. 100,000. But it seems that the Board of Revenue considers even this 70,000 too little and demands Tls. 100,000 from the Tientsin Taoistship. Apprehensive of the above and taking of Peking into consideration, now things are "running in Peking" just now it would appear that the unlucky Huang Taoist is between the devil and the deep sea. If he does not pay up, there are others only too anxious to do it, in which case there will be an early vacancy in the Customs Taoistship of Tientsin which would be filled by the man whose patriotism urged him to go to the rescue of his suffering Government. This would clearly not pay Huang Taoist who only a short three months ago paid Tls. 450,000 for his post, and we may therefore consider that the wishes of the Board of Revenue will be met. Having fleeced Tientsin and Kaiping we need not be surprised to hear later on of some other officials of the Pei-yang being asked to pay something towards this emergency-fund of the spacious Board of Revenue. What makes the fact so galling is that all this money is not for Government disbursements but for the extension and beautifying of the Empress Dowager's mausoleum.

THE JAPANESE POLICE AND THE "CHINA".

STATEMENT BY THE POLICE AUTHORITIES.

With reference to the arrest of two Chinese by the Japanese police on the American steamer *China*, on a charge of gambling, we are requested by the Kobe Police authorities to state that the two Chinese were brought to the police station, dismissed the case before he was in receipt of the telephone message from the Secretary of the Ken ordering the release of the prisoners. We are also requested to state that, in the opinion of the Kobe Police authorities, the policeman who proceeded on board the *China* and took the Chinese into custody altogether exceeded his authority and acted in an arbitrary manner in making such an arrest. The case is to be investigated by the authorities, and the local press will be informed of the action taken either in dismissing or punishing the policeman concerned.—*Kobe Chronicle*.

THE EARTH TREMORS IN JAPAN.

At Arima on the 27th ult. 2 strong and 10 slight tremors were felt; on the 28th 6 strong and 51 slight tremors; on the 29th 2 strong and 19 slight tremors. The earth vibrations in Kobe yesterday were very slight, but they still continue. Dr. Omori, a Professor in the College of Science in the Tokyo Imperial University, will leave Tokyo to-morrow for Arima, with all necessary instruments to investigate the origin of the shocks. Messrs. Imamura, Hirabayashi and Iike, the three experts who have made investigations recently, agree in thinking that there is no fear of any serious disaster occurring. Dr. Omori is coming down in the hope of ascertaining precisely the origin of the sounds. It is stated that the foreign visitors to Arima are on the increase daily, and the Japanese are also gradually returning.—*K. Chronicle*.

MAIZURU PORT ADMIRALTY.

Great progress is reported to have been made on the works on the Port Admiralty at Maizuru. Two of the forts are already completed and one of them is now being mounted with guns. A 28 cm. and a 25 cm. and five quick-firing guns were landed recently, and the 25 cm. and two quick-firing guns are already mounted. The work having proceeded so far, the coaling wharves, which are the backbone of the town, have been commenced in numbers, and these will enable the work to be about up.

THE YOKOHAMA MURDER CASE.

The decision of the Yokohama Chibo Saisanbanshi in the case of Robert Miller, together with the reasons for that decision, is now published. The accused was committed for trial on the charge of premeditated murder. The reasons given for this decision, as translated by the *Yokohama Gazette*, occupy over a column. The account goes very minutely into the history of the parties concerned before the crime was committed, and also gives a vivid account of how the murder was committed. Motives of jealousy against Ward, and anger that the keeper of the saloon, Suze, would not agree to have the saloon registered in his name, are the chief reasons given by the Court for the crime. The following is the account of the murder:

About 9 o'clock on the 17th the accused, thinking the time had arrived, armed himself with a pocket-knife having a hammer-head which he had found on the counter, close by Ward, who was soundly asleep. With a razor which was also found in the place the accused struck Ward in the neck, when the weapon broke. He then took up the hammer and gave repeated blows in the neck, face and about the ears of the young man, inflicting nine ugly wounds, fracturing the skull, and killing him on the spot. He proceeded upstairs at once, and entering the room where Suzuki Aki was sleeping struck her in the head and about the left ear with the iron hammer, inflicting on her five severe wounds. He killed her instantly by crushing in her skull. The accused then found his way into the front room where the hostess was sound asleep. He struck her with the hammer on the head, face, breast, about the ears, and other parts of the body and inflicted numerous severe wounds. Especially in the face and on the left side of the face there were eleven gaping wounds presenting the spectacle of a bee-hive. He killed her outright by the fact of her skull being battered in. The whole scene presented a most sickening sight by the spattering about of fragments of flesh and bones and the drenching of gore.

MARINE COURT OF INQUIRY AT YOKOHAMA.

An inquiry was opened in H.B.M.'s Consular Court at Yokohama on July 27th says the *Japan Herald*, before Mr. H. A. C. Bonar, for the purpose of investigating the circumstances attending the death of Harold Hepworth, an apprentice formerly belonging to the British sailing ship *Senator*, which occurred at sea on October 18th last. It seems that the matter was reported at Charlotte Harbour, Florida, but the Board of Trade desired further information, and the inquiry was therefore held. The evidence showed that Hepworth went aloft, and the *Senator* was making 2 knots an hour, and reached the tie of the royal yard when he slipped and fell on the deck. He died soon afterwards. Witnesses deposed that he had obtained the Chief Mate's permission to go aloft, but the point at issue was had the mate ordered him to climb higher up the mast? The mate denied this, and the inquiry was adjourned sine die.

REPORTED LEASING OF OIL WELLS BY FOREIGNERS IN JAPAN.

The *Osaka Asahi* states that the Standard Oil Company has commenced buying petroleum wells in Japan, and seven have already been purchased. The Company, says our contemporary, has been making strong efforts since last year to buy the oil fields in Mikaga prefecture and negotiations are still in progress. There are at present over 200 wells leased in that prefecture, and when those applied for are included their number will reach some 400.

AN ABUSIVE WASHERMAN.

An incident has been brought to our notice says the *Kobe Chronicle* of 1st inst., that shows the risk of unpleasantness that may be run by a lady who, unaccompanied, stays at a Japanese hotel. Mrs. Wilson, a lady from Shanghai, who with her little daughter has been in Japan for some weeks on a visit, put up at the Tansan Hotel (situated above the Sannomichi station) for a few days previous to leaving for Shanghai by the next steamer. On Saturday night, at 10 o'clock, a bill from a washerman was brought up to her for payment. Mrs. Wilson, after examining the bill, pointed out she had been charged 5 sen instead of 33 sen per piece, as arranged through the proprietor, but said that anyway it was not the proper time of day to present a bill, as she was just about retiring for the night. The amah took the message to the washerman, who forthwith was permitted to come upstairs, where he knocked loudly at Mrs. Wilson's door and demanded admittance. Hastily putting on a Japanese kimono, Mrs. Wilson opened the door and was confronted by a man whom she had never seen before, and who demanded to be paid the washing bill, amounting to between two and three yen. As the man spoke English after a fashion, Mrs. Wilson repeated to him what she had told the amah, whereupon he burst into a volley of the vilest language that not unnaturally frightened Mrs. Wilson considerably. On Mrs. Wilson saying that she would appeal to her Consul, the man said he was not afraid of any adjective. Consul now that the Trenches were in operation. Hoping to find some protection against the man's violence, Mrs. Wilson went downstairs, but unfortunately, the proprietor and his wife were away, and not one of the eighteen Japanese present would lend her any assistance. Thoroughly frightened, she got into a jinrikisha and eventually found her way to the police station, where she fell in a faint, but when brought to, she explained the matter to the police inspector, and he sent a policeman back to the hotel with her. We learn that the police immediately proceeded to arrest the washerman, whose name is Ueki Shunroku, of No. 28 Kiamagasa-dori, and besides being subjected to detention for three hours the man was strongly censured for his conduct, while Mrs. Wilson has been told that if she lays a charge against him it will be taken up. In this case the police deserve every credit for the promptitude with which they acted, and Mr. Ueki now knows by experience that the Revised Treaties do not give him power to behave with violence towards a foreigner.

REPORTED FIND OF A NEW RAPHAEL.

The discovery of a new Raphael is reported from Rome. From one of the galleries of the Eschiliani of Sacred Art at the Vatican a London dispatch, there is a picture representing "The Massacre of the Innocents," belonging to Dr. Blonchi of Paris. Some artists, attracted by the beauty of the painting, formed a committee to examine it attentively. The surface of the canvas was treated and below the ground was found the signature "Raph. Vrb. 1507." The picture would, therefore, belong to the beginning of the last decade of Raphael's life.

MAIL CARRIERS IN FORMOSA.

The Formosan Government authorities have arranged to employ rebels, who have made their submission, as mail-carriers, and a start was made on the 21st ult. at Unsin in Kagi. The Central Police summoned three leaders on the 16th ult. and told them of the arrangement, and as they agreed to undertake the work the contract was signed.

SHIPPING REPORTS.

Captain Ferguson, of the steamship *Siam*, from Bangkok, reports:—Moderate following wind and sea, clear weather.

Captain Meyer, of the steamship *Sullberg*, from Newchwang, reports:—From the Saddle to Turnabout heavy easterly swell, fixed Barometer, and rainy weather.

Captain Farquhar, of the steamship *Bentley*, from Moji, reports:—Fine as a whole, except Sunday, Monday, and Tuesday's heavy S.E. wind, vessel rolling and straining heavily, and shipping water fore and aft.

Captain Frigas, of the steamship *Meefoo*, from Shanghai, reports:—From Shanghai to Tai-chai strong S.E. winds, heavy sea. Anchored at 2 p.m. on 6th at Tai-chai Anchorage for 15 hours. Steamers *Changsha* and *Wooning* in Anchorage. Tience to port moderate and light southerly winds and fine weather.

NOTANDA.

CALENDAR.

Metereological means based on fifteen years' observations to 1895.

Barometer	29.755
Thermometer	81.0
Humidity	83
Rainfall	13.48

TO-DAY.

Barometer..... 29.73 29.65
Temperature..... 81 83
Humidity..... 89 81
Rainfall..... — —

TO-DAY.

Thursday, 10th August, 1899.
Chinese—5th of 7th moon of 25th year of Kwang-si.

Sun—Rises..... 5hr. 36min.
Sets..... 6hr. 34min.
High water—Morning..... 10hr. 30min.
Afternoon..... 10hr. 30min.
Low water—Morning..... 5hr. 36min.
Afternoon..... 5hr. 18min.

ANNIVERSARIES.

1519—Magellan left Lucar de Barrameda to discover a new route to India.
1841—Sir H. Pottinger and Admiral Parker arrived in China.
1877—Five ports on the Yangtze declared open.
1883—Typhoon at Foochow; great loss of life and property.
1894—Rev. Jas. Wylie murdered near Newchwang.

TO-MORROW.

Friday, 11th August, 1899.
Chinese—6th of 7th moon of 25th year of Kwang-si.

Sun—Rises..... 5hr. 36min.
Sets..... 6hr. 34min.
High water—Morning..... 10hr. 30min.
Afternoon..... 10hr. 30min.
Low water—Morning..... 5hr. 36min.
Afternoon..... 5hr. 18min.

ANNIVERSARIES.

1749—Great eruption of Taal Volcano, Luzon, lasting 6 months and doing much damage.
1854—First public meeting of British merchants in Canton called by Lord Napier.

SHIPPING AND MAIL NEWS.

MAILS DUE.

French (*Salacie*) 13th inst.
Indian (*Catherine Apear*) 14th inst.
Tacoma (*Olympia*) 17th inst.
Canadian (*Empress of India*) 20th inst.
American (*America Maru*) 23rd inst.
American (*City of Peking*) 2nd prox.

The steamer *Salacie*, with the next French mail, left Saigon at 4 a.m. to-day for this port.

The P. & O. S. N. Co.'s steamer *Nankin* left Singapore for this port on the 8th inst. at 8 a.m.

The steamer *Sado Maru* (Europe Line) left Singapore for this port 10th and is expected to arrive here on the 15th inst.

The steamer *Tosa Maru* (European Line) left Kobe for this port yesterday and is expected to arrive here on the 14th inst.

The steamer *Idzumi Maru* (American Line) left Shimomoseki for this port 10th and is expected to arrive here on the 14th inst.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of Japan* from Hongkong, arrived at Vancouver, yesterday, the 9th inst. at 7 a.m.

The steamer *Hiroshima Maru* (Bombay Line) left Bombay, via ports, for this port yesterday and is expected to arrive here on the 28th inst.

The N. P. S. S. Co.'s steamer *Olympia* has arrived at Yokohama and will sail for Hongkong via Kobe and Shanghai to-morrow the 11th inst.

HONGKONG AND WHAMPOA DOCK RETURN.

Isla de Cuba at Kowloon Dock.

Isla de Luzon at Kowloon Dock.

Chelydra at Kowloon Dock.

Thales at Kowloon Dock.

Argus at Kowloon Dock.

Carlota City at Kowloon Dock.

Australian at Kowloon Dock.

Enoch at Kowloon Dock.

De Juan & Austria at Kowloon Dock.

P. C. C. Kiao at Kowloon Dock.

PASSED THE CANAL.

Outward—11th July—*Bennett*, *Kherson*, *Saxonia*, 14th July—*Canton*, *Salacie*, *Pisa*, *Stalburg*, 25th July—*Nürnberg*, *Elgenau*, *Thornhill*, 1st August—*Maria*, *Valer*, *Freuen*, *Sarpedon*, *Flintshire*, *Babelberg*, 4th August—*Gloster*, *City*, *India*, *Savila*, *Tallin*, *Tanaka*, *Maru*, 5th August—*Madaya*, *Nankin*, *Maru*.

Shipping.

Arrivals.

THE UNITED STATES AND THE PHILIPPINES.

(From American Papers.)

Transports to be Armed.

WASHINGTON, July 11th.
The Navy Department has consented to turn over to the Ordnance Bureau of the Army sixteen six-pounder rifles, for use on the Army transports engaged in carrying troops to and from the Philippines. There has been a great deal of comment in military circles over the fact that the transports were entirely without armament, and recently the War Department asked the Navy Department for sixteen rifles, which have now been promised.

It was said to-day by Army officers that if the Philippines had been entering enough to mount on a ship some of the guns they took from the Spanish gunboats at Zamboanga, they might have captured or destroyed some of the army transports. One officer hinted that word had been received that the Philippines were arming some vessels, and that this was the real reason why the army transports were to have modern rifles.

Thirty guns are at the Brooklyn Navy Yard and will be shipped immediately to the Washington Ordnance Factory, for some slight alterations before being installed on board the transports at San Francisco.

The Manila Sick List.

MANILA, July 11th.
The volunteers are greatly debilitated in consequence of their hard campaigning through three months of tropic weather. Since the middle of May no volunteer regiment has had a sick list of less than 20 per cent. Most of them at the present date have 25 per cent ill, and a few regiments have less than one-third of their number on duty. The Nebraska Regiment has suffered the worst. It came in from San Fernando a few days ago with less than 200 men in the ranks. Some of its companies have only two sets of four. The South Dakota followed yesterday, with 25 men on duty. The Montana and Kansas regiments at San Fernando have not more than 250 available men each.

The morning after the Washington troops took Morong, a week ago, only 25 men responded to the roll call. The Washington men have been engaged since March 12th in preventing the insurgent armies of the north and south from forming a junction in the region of Laguna de Bay, often being engaged at the same time with the enemy in opposite directions.

Twenty-four of the Nebraska officers are on the sick list, and the Montana, Kansas, Washington and South Dakota Regiments show twenty or more officers in the hospitals or sick in their quarters.

These regiments have borne the brunt of the fighting. Their losses in killed and wounded range from 100 in the Montana regiment to 280 Nebraska men. The loss of the Kansas regiment is second to that of Nebraska. The Washington and South Dakota men follow closely, each with losses of about 200. The Oregon regiment also suffered severely. Of the regulars the Third Artillery is the heaviest loser, its killed and wounded numbering 123.

Ships to Carry Troops.

WASHINGTON, July 11th.
The Quartermaster's Department will not engage any more transports at present for the Pacific service, as it is believed there will be enough ships available to take all the regiments and recruits to Manila that are ready to go or will be ready during the next month. Preparations are being made, however, to have sufficient transports on hand to carry the new regiments to the Philippines as soon as they are prepared.

Major Long, chief commissary at San Francisco, has been instructed to keep in view any vessels available for transportation service that can be procured about the last of August, the earliest date believed possible to have any of the new organizations in shape to sail.

General Wheeler Starts.

WASHINGTON, July 11th.
General Joseph Wheeler left Washington this afternoon en route to the Philippine Islands. He will go via Chicago, Omaha, Denver and Salt Lake, but as he is scheduled to reach San Francisco on Saturday, will not stop long at any place on the way. He will sail for Manila on the 20th.

"I have no plans of campaign," he said to-day, and shall not know what I am to do until I receive my instructions from General Otis. I should like to have it understood," he continued, "that I go to the Philippines in an entirely subordinate character. Not only General Otis, but General Lawton and MacArthur will outrank me, and it is proper that they should, for while they were my juniors they have been in the field while I have not, and deserve to have places superior to any assignment that may be given me."

He said he would not resign his seat in the House.

A Forty-five Days Campaign.

NEW YORK, July 11th.
A Journal's special from Washington says: The United States should receive the absolute surrender of all rebels in the Philippines within forty-five days after the opening of the fall campaign. The officers now in command in the Philippines should be retrained for that event. General Wheeler must be put at the head of a brigade or in command of as large a body of cavalry as can be raised in the Philippines.

These foregone conclusions were reached this afternoon by the President after a special conference with General Merritt, formerly Military Governor of the Philippines. Merritt was called to the city to-day by the President to discuss the fall campaign against the rebel Filipinos.

The Strength of Aguinaldo's Army.

GRAND ISLAND (Neb.), July 11th.
General Joseph Wheeler passed through this city to-day and made the following statement, asking that correction be made through the Associated Press:

"I was incorrectly reported in Chicago as to the Philippine insurgent army. In answer to a direct question, I stated that I did not know the strength of Aguinaldo's forces; and that the published reports of our officers in Manila did not state them. No doubt these officers and officials in Washington are well informed, but I have never had a conversation with any of the officials in Washington on the subject and am quite ignorant as to the extent of their information."

Recruiting at Los Angeles.

LOS ANGELES, July 11th.
Enlistment began to-day for the volunteer regiment to be raised on the Pacific Coast—the

Thirty-fifth. Lieutenant Hunt of the Eighteenth United States Infantry, who has charge of recruiting for the regular army, will also have charge of the enlistment of volunteers. The regiment probably will be enlisted in short order. There are to be 1303 men and fifty officers in the regiment, and the recruiting officers will have all California, Nevada, Oregon, Washington and part of Idaho to draw on. General orders, which have arrived in this city, indicate that the newly appointed lieutenants and medical officers of the Thirty-fifth will be detailed to assist the regular officers in recruiting the regiment.

Cavalry for Philippines.

WASHINGTON, July 11th.
A dispatch has been received from General Otis requesting that there be sent to the Philippines 2,500 horses, in order that a brigade of cavalry may be organized for use at the end of the rainy season. General Otis has tried the horses of Manila and near-by countries, but none of them seem to be suitable for cavalry. It is the intention of Secretary Alger to have the mounts carefully selected, and he thinks that animals from the Southern States, not too heavy, but tough and wiry, will be the best.

Fleet of Light War Vessels.

WASHINGTON, July 11th.
The War Department is somewhat concerned over the failure of the transports *Sherman* and *Grant* to get away from Manila for the United States. It was intended that these vessels should leave the Philippines in time to arrive at San Francisco early in August, so that they might be of service in the transportation of volunteers. It was known by the department that the typhoon mentioned by General Otis in his dispatches was partly responsible for the delay in their departure, but now that General Otis has reported that the storms have ceased, Quartermaster-General Ludington is at a loss to understand why the transports have not left Manila. A telegram was sent to-day to General Pope, chief quartermaster at Manila, directing him to cable the reason for the delay and to state as near as possible when the transports will leave.

Fighting Ships in Philippine Waters.

WASHINGTON, July 11th.
The Navy Department has obtained by telegraph from Manila a complete list of Spanish ships purchased by General Otis from the Spanish Government and turned over to the Navy. With the addition of these vessels, all of which draw little water, Rear-Admiral Watson will have a sufficient number of light-draft craft to police the Philippine Archipelago and to operate against the insurgents in numerous lagoons and rivers of the island of Luzon. According to a telegraphic report received at the Navy Department the vessels purchased are thirteen in number, twelve gunboats and one torpedo boat. The gunboats are the *Calamian*, *Mariguay*, *Batanga*, *Pamanga*, *Samar*, *Albay*, *Paraguay*, *Manila*, *Panay*, *Vas*, *Urdaneta* and *Guardaqui*. The torpedo boat is the *Bartolo*.

In addition to these the fleet in the Philippines has been increased by the purchase or capture of the *Rapido*, *Surita* and *Perfetta*. The steam launch *Iona* and the steam barge *Ordina*. Nine vessels are now in serviceable condition which were captured by Dewey. The fleet in the Philippines is sufficiently large for all present purposes. The best of the thirteen vessels purchased are sister ships, the *Bulluan*, *Surita*, *Paraguay* and *Samar*. They are steel gunboats, eight feet draft, built in 1886. Each is 114 feet, 135 tons displacement, and is credited with a speed of ten knots. The armament of each consists of one 3.5-inch Hotchkiss breech-loading rifle, one 2.7-inch Hotchkiss breech-loader and two machine guns. The Spanish names of the mosquito fleet will not be changed.

THE GUATEMALAN TROUBLE.

WASHINGTON, July 11th.
It is positively stated that the United States Government will not interfere in the expected trouble in Guatemala or make any demonstration unless the action of Germany and England menaces the Monroe doctrine. It is expected that there will be serious trouble, but Washington will not act unless American interests are imperiled.

THE DUM DUM BULLET.

The report on the proceedings of the Peace Conference in connection with the much maligned Dum Dum bullet is amusingly misleading. In the first place, it appears the evidence on which the foreign delegates went to the Dum Dum bullet being an explosive projectile was a series of experiments at Tübingen with bullets manufactured to represent the Dum Dum bullet, which those who conducted the experiments had never seen. It is quite true these bullets did produce results similar to those caused by explosive projectiles, but they were not Dum Dum bullets and to condemn Dum Dum bullets on such evidence was absurd. Nevertheless all the delegates, with the exception of the American and British representatives, voted against the use of the Dum Dum bullet. The Russian delegate said the Dum Dum bullet was "uselessly cruel," and the probably knew nothing about it. But that is just what it is not. Its chief virtue is in its use, for it effectively stops an enemy. The Russian delegate would not accept an American humanitarian amendment, which, it is said, would have been voted unanimously, that no bullet should be adopted which caused unnecessary suffering. He evidently intended to "go for" the Dum Dum bullet. But by intervening in a special class of bullet, and not adopting resolution on general humanitarian lines, it is quite plain the Peace Conference has defeated its own intentions, for the condemnation of the Dum Dum bullet will not prevent, and will probably encourage, the invention of another description of projectile producing more cruel results. Indeed, it is said an ingenious and simple means of evading the Russian interdiction has already been devised. The Conference also interdicted the employment of asphyxiating gas. Captain Mahan very logically objected to this decision on the ground that the more cruel and more wholesale destruction of human life aimed at by the employment of submarine torpedo boats was permitted. Asphyxiating gas, he said, would necessarily destroy life more than the chloroform, but might place men *hors de combat* for a time, whereas a submarine boat might send a thousand sleeping men to a watery grave. But the delegates would have none of it. The Russian delegate said the men might be picked up when a ship was sunk, and another delegate declared that a submarine boat would of course do her best to save life after she had sent a crew to the bottom. But, it is said, the discussions of the submarine commission, which are held privately, are even more amusing, and one of the delegates is reported to have said that the submarine boat is a "very

DISTURBANCES IN SUMATRA.

A telegram has been received by the Batavia papers from Palembang, under date 15th July, reporting that five hundred armed Dambiers have raided Djambi. This sultanate has, as is well known, repeatedly caused trouble to the Dutch government during the present century. In 1858 an expedition was sent there and met with strong opposition. One of the results of this finally successful expedition was that a political agent was stationed at Djambi, the capital, under the orders of the Resident of Palembang. The last appointment was made over in 1875 to the Controller, which pointed to a satisfactory state of affairs. Still a couple of years after, when Ateij kept the Dutch hands full, the restless elements were again repeatedly awake. After 1888, however, the colonial reports spoke of a continual good understanding with the Sultan, Almad Joindudin. In the meantime, that matters were not too much to be trusted was indicated by the fact that in April 1895 an armed Djambian ran into the garden of the Post Commandant, uttering the sacred word, *ay*, seriously wounding him. The latest information confirms this mistrust. There is now at Djambi a company of infantry under Capt. Jochems, and Lieut. Timmer and Regenhardt. When the *Edi* comes, this little force will be strengthened by a marine landing division. The *Java Bode* has some ground for thinking that the movements in Djambi have a connection with those in the Lima Kotas, on the Padang side, and now occupying the attention of the Dutch government. The *Nieuwsblad* says the *perkara* will probably run out into nothing, and if it comes to blows they have the right man in the field, a place in the recently appointed military commandant Lieut. Col. Christen. But the meantime what has happened once again draws attention to how necessary it is that Dutch influence be more firmly established in Djambi. "It is time that we let our tolerant attitude towards that sultanate slide."

THE TRANSVAAL EMBROGGLIO.

Dr. Zillmann, in lecturing the other day in the Unitarian Church, Sydney, on the Transvaal embroglio, summed up the history of English rule in South Africa as follows:—(1) England annexed Cape Colony without the consent and against the will of the Dutch colonists, who had rescued the country from desert and savages; (2) England treated the Dutch settlers as a conquered people, and those who resisted were imprisoned, hanged, or shot down; (3) England, who had induced the planters of the West India colony to import slaves, by offering compensation far beyond the value of the slaves, treated the Dutch at the Cape as abominable tyrants, because they would not repent without compensation; (4) because the oppressed Dutch settlers sought relief, as Moses and the Israelites did, by an exodus, and established homes in new territories, England treated them as rebels, pursued them as Pharaoh and his hosts pursued the Israelites, wrenched Natal from them, and endeavored to overthrow them in the Orange State; (5) because the Dutch settlers drove and prospered in these new territories, England, like ever and anon, unnecessarily interfered with them, and created strife between them and the natives, with whom the Boers were, as a rule, on most friendly terms. Both Froude and Sir George Grey had taken sides with the Boers, and condemned England's policy. The latter, for encouraging the Boers in the idea of a federation of South Africa, was recalled by the British Government for "disobedience." Our invasion of the Boers' territory was grossly unjustifiable on grounds of international comity. The Boers had no right to impose a prohibitory franchise on English settlers, but two wrongs did not make a right. It is not for humanity, but gold, that England threatened war with the Dutch in the Transvaal.

UNEXPLOITED KLONDIKES.

It is by no means correct to suppose, as so many people do, that all the known gold-fields of the earth have been exploited. There are plenty of places where the precious metal is lying scattered about—great, rugged, glittering chunks, waiting for the first prospector who happens along. The only thing is to get there, and to stay there long enough to mine it and bring it away; but this is just the very thing, which, up till now, nobody has been able to accomplish. One of the virgin gold-fields is situated in the heart of the great Australian continent, about midway between Mount Destruction and the foot-hills of the Alfred and Mary ranges. Needless to say, it is not easy of access. It constitutes, in fact, pretty nearly the central point of one of the biggest and worst deserts in the world—a desert which occupies nearly a million square miles.

Once, and once only, in the year 1876, an explorer named Giles succeeded in reaching the spot, and, returning to civilization, he told the gold he brought, and the stories he told concerning the almost fabulous richness of the deposits, lured dozens of expeditions into the interior. But they never returned. Somewhere in the waterless, foodless, shadeless desert the bones of the hardy pioneers who composed them are bleaching on sands of silver beneath a sky of brass. Another as yet undeveloped Klondike, and one which is known to be of well-nigh incredible richness, exists within a week's or, at most, ten days' journey from London. It is situated in the wild and little-known Suez country, in South-Western Morocco.

Among certain of the savage and fanatical tribes inhabiting the almost inaccessible mountain ranges of the interior the yellow metal is almost as plentiful as in iron or lead among less civilized folk. But it is death to seek it, and it is death—an awful and a lingering death—to the native bold enough to attempt to traffic in it.

The Sultans of Morocco, realising that once the existence of these rich deposits becomes known to Europeans there will be speedy end to the independence and integrity of the Moorish empire, have rigidly prohibited all attempts to travel in, or to open up trade with, the country. The fate of a British expedition thither, organised by a recent syndicate for the purpose of exchanging firearms for the gold which the tribesmen were known to possess, will be fresh to most people's memory. "By" the water will ask, "if no European has ever been allowed to visit the interior, the existence of gold there in paying quantities must be more or less a matter of surmise." Quite true! But one man, a Russian gentleman named Goncharoff, has travelled in disguise, of course—from one end of the country to the other, and his narrative puts the matter beyond doubt.

On the slopes of one of the ranges, he found a large deposit of virgin gold, scattered about as thickly as boulders on a Scotch mountain side. In another place a quartz vein "outcropped," which assayed 1,678 ounces to the ton, while in the low-lying lands, and along the banks of the rivers, such vast deposits of gold dust have accumulated that crops of the fine, snipe, and other marsh fowl were found to be actually glittering with the precious stuff, picked up by the birds along with their food and particles of gravel—*John Bull*.

Shipping.

STEAMERS.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, BOMBAY, ADEN, FIUME AND TRIESTE.
(Taking Cargo at through rates to South Africa, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT AND ADRIATIC PORTS.)
The Company's Steamship

"MORAVIA,"
Captain S. Calabrese, will be despatched as above to-MORROW, the 17th instant.
Silk and Valuable cargo transhipped on arrival at Bombay into an accelerated liner.
For information as to Passage and Freight, apply to
SANDER, WIELER & Co., Agents.
Hongkong, 4th August, 1899. [1006a]

CHINA NAVIGATION COMPANY, LIMITED.
FOR SAMARANG AND SOURABAYA.
THE Company's Steamship

"HUPEH,"
Captain Pennelberg, will be despatched as above to-MORROW, the 17th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 3th August, 1899. [1015a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.
FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"INDRALENA,"
Captain Baker, will be despatched as above on or about the 12th August.
For Freight, apply to
JARDINE, MATHESON & Co., Agents.
Hongkong, 21st July, 1899. [950a]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM TO YOKOHAMA AND KOBE.
THE Company's Steamship

"TRIESTE,"
Captain A. Mihi, will leave for the above place on SUNDAY, the 13th instant, at Daylight.
For Freight or Passage, apply to
SANDER, WIELER & Co., Agents.
Hongkong, 7th August, 1899. [1012a]

THE OSAKA SHOSHEN KAISHA.
FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"TAMSUI MARU,"
Captain T. Nagata, will be despatched for the above ports on SUNDAY, the 13th instant, at Daylight.
For Freight or Passage, apply to
MITSUI BUSSAN KAISHA, Agents.
Hongkong, 7th August, 1899. [1011a]

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"ANTENOR,"
Captain Jackson, will be despatched on TUESDAY, the 15th instant.
For Freight, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 7th August, 1899. [1010a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship

"GUTHRIE,"
Captain MacArthur, will be despatched as above on THURSDAY, the 17th instant, at 5 P.M.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
A Steamer is installed throughout with the Electric light.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co., Agents.
Hongkong, 8th August, 1899. [1013a]

FOR NEW YORK VIA SUEZ CANAL.
THE British Steamship

"GHAZEE,"
will be despatched for the above port on or about the 20th August.
S.S. "SIKH" will sail about 30th August.
S.S. "ARGYLL" will sail about 30th August.
S.S. "JOHN SANDERSON" will sail about 30th August.
S.S. "AFGHANISTAN" will sail about 30th August.
For Freight, apply to
DODWELL & CO., LIMITED, Agents.
Hongkong, 31st July, 1899. [1008a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
FOR MARSEILLES AND LONDON VIA STRAITS.
(Taking Cargo at through rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)
THE Company's Steamship

"CHINGWU,"
H. Harris, Commander, will be despatched as above on or about the 3rd September.
For Freight, &c., apply to
HOLLIDAY, WISE & Co., Agents.
Hongkong, 28th July, 1899. [975a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.
(ROBT. M. SLOWAN & Co.—HAMBURG).
FOR NEW YORK VIA SUEZ CANAL.
THE Full-powered Steamship

"PISA,"
will be despatched as above on or about the 15th September.
The Steamer has Superior Accommodation for First and Second class Passengers and has an average speed of 13 knots per hour.
For Freight or Passage, apply to
CARLOWITZ & Co., Agents.
Hongkong, 14th July, 1899. [1018a]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHEW.
THE Company's Steamship

"HAITAN,"
Captain Roach, will be despatched for the above Ports, TO-MORROW, the 17th instant, at 10 A.M.
For Freight or Passage, apply to
DOUGLAS LARRAIK & Co., General Managers.
Hongkong, 10th August, 1899. [1016a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship

"YUENSANG,"
Captain P. H. Rolfe, R.N.R., will be despatched as above on MONDAY, the 14th instant, at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., General Managers.
Hongkong, 9th August, 1899. [1017a]

CHINA NAVIGATION COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship

"SUNGKIANG,"
Captain Dodd, will be despatched as above on WEDNESDAY, the 16th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 9th August, 1899. [1021a]

SHEWAN TOMES & CO.'S "NEW YORK" LINE.
FOR NEW YORK VIA SUEZ CANAL.
THE New Steamship

"PING SUEY,"
Captain C. de La Perrelle, will be despatched for the above Port, on or about the 5th October.
For Freight, apply to
SHEWAN, TOMES & Co., Agents.
Hongkong, 9th August, 1899. [1020a]

Consignees.

NOTICE TO CONSIGNEES.
FROM BOMBAY, COLOMBO AND STRAITS.
THE P. & O. S. N. Co.'s Steamship

"CHUSAN,"
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex S.S. *Victoria*.
From Calcutta, ex S.S. *Palawan*.
From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary before 3 P.M. TO-DAY.

Goods not cleared by the 10th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.
Hongkong, 4th August, 1899. [1-w 5]

PACIFIC MAIL STEAMSHIP COMPANY.
NOTICE.
CONSIGNEES OF CARGO per Steamship

"CITY OF RIO DE JANEIRO."
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees risk and expense.

J. S. VAN BUREN, Agent.
Hongkong, 7th August, 1899. [1-w 1]

THE MUTUAL STORES
(SUB-AGENTS LIPSTON, LIMITED.)
23, 25 & 27, FORTINGER STREET, HONGKONG.

JUST ARRIVED.
"SILVER SHIELD BRAND"
OF
AMERICAN CANNED FRUIT.

EQUAL TO ANYTHING THAT HAS EVER BEEN PUT ON THE MARKET.
HONGKONG, 15th AUGUST, 1899.

Intimations.

TO THE DEAF.

A RICH LADY cured of her deafness and notices in the Head by Dr. NICHOLSON'S Artificial Ear Drums sent to his Institute so that Deaf Persons who have not the means to procure the Ear Drums may have them free. Apply by letter to—C. G. BRIGHT, Secretary, 54, Bow Lane London, E.C. [72]

NOT SO FAR AWAY IN CHICAGO U. S. A.

IS THE
Greatest Mail Order House in the World.
MONTGOMERY WARD & COMPANY,
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WHO ISSUE SEMI-ANNUALLY THE MOST COMPREHENSIVE

GENERAL CATALOGUE AND BUYERS' GUIDE.

Containing 600 pages of the most complete and reliable information for the buyer of goods. It gives the names of the manufacturers of all the goods sold in the United States, and the names of the wholesale and retail dealers in each line of goods. It also gives the prices of the goods, and the names of the agents for each line of goods.

Montgomery Ward & Co.,
CHICAGO, U. S. A.,
111 to 120 MICHIGAN AVENUE.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
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PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAMLERS PATENT MOTOR
LAUNCHES, &c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK.

REASONABLE PRICES.
Hongkong, 14th May, 1895. [139]

NOTICE.

PRIVATE BOARD AND RESIDENCE,
166, Queen's Road East.
Mrs. HORTON.
Hongkong, 30th June, 1899. [183a]

DUMINY & CO.
CHAMPAGNE
EXTRA DRY

Carte D'Or 800
Carte Blanche
Billery
Demi 800
Chateau de
Charmilles

M. OPPENHEIMER & Co., Paris.

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, and CLOCK
MAKERS, JEWELLERS, SILVER-
SMITHS, and OPTICIANS.
CHARTS and BOOKS
NAUTICAL INSTRUMENTS

Sole Agents for Louis Audemars' Watches
awarded the highest Prizes at every Exhibition,
and for Voigtlander and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES, and SPYGLASSES.
Nos. 54 & 56, Queen's Road Central. [140]

KUHN & KOMOR,
JAPANESE FINE ART CURIOS,
21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA.

36, DIVISION STREET, KOBE.
Hongkong, 15th March, 1898. [142]

LET US ALL COME
TO
YEE CHUN'S STUDIO.

at No. 50, QUEEN'S ROAD CENTRAL, where
PHOTOGRAPHS and PORTRAITS on
IVORY are executed at Moderate Prices.
Hongkong, 2nd May, 1899. [196a]

DENTISTRY.
SUI SANG,
(Lately Practising with Dr. L. SAKATA),
DENTIST.
No. 4, Queen's Road Central.
Hongkong, 8th March, 1899. [188a]

SIEN TING,
SURGEON-DENTIST,
No. 10, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 27th September, 1898. [143]

NOTICE.
NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the
OWNERS will be RESPONSIBLE for any

Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK, INCLUDING:—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

ELEPHONES,

WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—13, PRAYA CENTRAL.

For full particulars &c., &c., Apply to

W. STUART HARRISON, Manager.

Hongkong, 18th January, 1899.

The Share Market.

LATEST QUOTATIONS (August 10th).

Banks.
 Hongkong and Shanghai Banking Corporation—374 per cent. prem.
 The Bank of China & Japan, Ltd.—(Preference) nominal.
 The Bank of China & Japan, Ltd.—(Ordinary) 1/4 buyers.
 The Bank of China & Japan, Ltd.—(Deferred) 45/5 buyers.
 National Bank of China, Ltd.—\$24 buyers.
 Do. — \$24 buyers.

Marine Insurance.
 Union Insurance Society of Canton, Ltd.—\$240.
 China Traders' Insurance Co., Limited—\$62.
 North China Insurance Co., Ltd.—114.
 Yangtze Insurance Assoc. Ltd.—\$115 buyers.
 Canton Insurance Office, Ltd.—\$140.
 Straits Insurance Co., Ltd.—\$64.

Fire Insurance.
 Hongkong Fire Ins. Co., Ltd.—\$310.
 China Fire Ins. Co., Ltd.—\$88.

Shipping.
 Hongkong, Canton, & Macao Steamboat Co., Limited—\$324.
 Indo-China Steam Navigation Company, Ltd.—\$65.

China and Manila S.S. Co., Ltd.—\$91.
 Douglas Steamship Co., Ltd.—\$58.
 China Mutual S. N. Co., Ltd.—(Preference)—49/10 buyers.
 China Mutual S. N. Co., Ltd.—(Ordinary)—45/10 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—45/10 buyers.
 Star Ferry Co., Ltd.—\$164.

Refineries.
 China Sugar Refining Co., Ltd.—\$170.
 Luzon Sugar Refining Co., Ltd.—\$56.

Mining.
 Punjom Mining Co., Ltd.—\$1250.
 Do. Preference Shares—\$2.
 Société Française des Charbonnages du Tonkin—\$240.

Queen Mines, Limited—\$450.
 Jebebu Mining and Trading Co., Ltd.—\$14.
 Raub A'lian Gold Mining Co., Ltd.—\$614.

Olivers Freehold Mines, Ltd.—(A) \$8.
 Olivers Freehold Mines, Ltd.—(B) \$68.
 Great Eastern and Caledonian Gold Mining Co., Ltd.—\$310.

Docks, Wharves and Godowns.
 Hongkong & Whampoa Dock Co., Ltd.—500 per cent. prem.
 Hongkong and Kowloon Wharf and Godown Company, Limited—\$938.

Wanchai Warehouse and Storage Co., Ltd.—\$42.
 New Amoy Dock Co., Ltd.—\$16.

Lands, Hotels and Buildings.
 China Provident Loan and Mortgage Co., Ltd.—\$10.
 Hongkong Land Investment and Agency Co., Ltd.—\$107.

Kowloon Land and Building Co., Ltd.—\$30.
 West Point Building Co., Ltd.—\$37.
 Hongkong Hotel Co., Ltd.—\$126.
 Humphrey's Estate and Finance Co., Ltd.—\$1125.

Miscellaneous.
 Green Island Cement Co., Ltd.—\$29.
 China-Borneo Co., Limited—\$17.
 A. S. Watson & Co., Limited—\$14.
 Hongkong Electric Co., Limited—\$148.
 Hongkong and China Gas Co., Ltd.—\$130.
 Hongkong Rope Manufacturing Co., Ltd.—\$183.
 Geo. Fenwick & Co., Ltd.—\$43.
 Hongkong Ice Co., Ltd.—\$130.
 Hongkong High-Level Tramways Co., Ltd.—\$145.

Dairy Farm Co., Limited—\$51.
 Campbell & Co., Limited—\$11.
 Campbell, Moore & Co., Ltd.—\$11.
 Bell's Asbestos Eastern Agency, Limited—\$1.
 Bell's Asbestos Eastern Agency, Limited—\$1.
 Bell's Asbestos Eastern Agency, Limited—\$1.

Bells Asbestos Eastern Agency, Ltd.—\$5.
 Carmichael & Co., Limited—\$8.
 Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd.—\$79 sellers.
 Ewo Cotton Spinning & W. Co., Ltd.—114.
 International Cotton Mfg. Co., Ltd.—114.
 Lau-kuang-mow Cotton Spinning & Weaving Co., Ltd.—114.

Soy Chee Cotton Spinning Co., Ltd.—114.
 Yehloong Cotton Spinning Co., Ltd.—114.
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THE HONGKONG TELEGRAPH, THURSDAY, AUGUST 10, 1899.

ON LONDON, Telegraphic Transfer.
 Bank Bills, on demand 1/11 1/2
 Credits, 4 months' sight 1/11 1/2
 Credits, 6 months' sight 1/11 1/2
 Credits, 12 months' sight 1/11 1/2
 ON BRISBANE, (demand) M. 20/5
 ON PARIS, Bank Bills, on demand 1/11 1/2
 Credits, 4 months' sight 1/11 1/2
 Credits, 6 months' sight 1/11 1/2
 Credits, 12 months' sight 1/11 1/2
 ON NEW YORK, Bank Bills, on demand 1/11 1/2
 Credits, 4 months' sight 1/11 1/2
 Credits, 6 months' sight 1/11 1/2
 Credits, 12 months' sight 1/11 1/2
 ON BOMBAY, Telegraphic Transfer 1/11 1/2
 On demand 1/11 1/2
 ON SHANGHAI, Telegraphic Transfer 1/11 1/2
 Private 10 days' sight 1/11 1/2
 ON YOKOHAMA, T. 1/11 1/2
 Bank Bills, on demand 1/11 1/2
 Credits, 4 months' sight 1/11 1/2
 Credits, 6 months' sight 1/11 1/2
 Credits, 12 months' sight 1/11 1/2
 Gold Leaf 100 touch per tael 1/11 1/2
 Bar Silver 1/11 1/2
 Dollars 1/11 1/2
 14 per cent. prem.

VISITORS AT THE WINDSOR HOTEL.
 Mr. C. Bettere Mr. Pieru Jaguard
 Mr. W. Bray Mr. Ch. Jensen
 Mr. Ch. Dahl Mr. Wm. Morley
 Mr. A. P. Dowd Mr. M. Pado
 Mr. C. Duncanson Mr. H. Ress
 Mr. M. E. P. Frost Mr. Y. Toehls
 Mrs. Fawell

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 Mr. and Mrs. F. G. Mr. F. J. Jeffries
 Collins Mr. W. F. F. F. F.
 Capt. van Corbach Mr. J. F. F. F. F.
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 Dalton Mr. J. F. F. F. F.
 Mr. G. H. Dann Mr. C. W. Longuet
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 Davis and child Mr. R. Mitchell
 Mr. A. L. Denison Hon. H. E. Pollock
 Mr. P. Dow Capt. H. P. Pryne
 Col. G. J. H. Evatt Mr. A. Reid
 Mr. J. S. Ezekiel Mr. F. R. R.
 Mr. R. M. Ezekiel Mr. A. Sinclair
 Mr. A. Forbes Mr. A. Stokes
 Lt.-Col. A. R. Fraser Mr. A. P. Stokes
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 Rev. F. Civil Hospital Mr. A. I. Richardson
 Sisters Mr. Hugo Silvestri
 Major and Mrs. Jeffries Capt. C. B. Simmonds
 Mrs. E. Jones and R.A. family
 Major S. S. Long, Mr. and Mrs. W. E. D.A.G.
 Major M. M. Morris, Consul Valpicelli
 Mrs. Morris

VESELS IN PORT.
 Steamers.
 AUSTRALIAN, British steamer, 3,000, P. T. Helms, 7th Aug., Sydney 8th July, Brisbane 13th, Port Darwin 18th, and 19th, 4th Aug., General—Gibb, Livingston & Co.

CARLEIGH CITY, British steamer, 1,894, Thos. Alden, 7th Aug., Moji and Aug., General—Butterfield & Swire.

CHELVYRA, British steamer, 1,668, J. T. Davies, 21st July, Calcutta, via Penang and Singapore 15th July, General—Jardine, Matheson & Co.

CRUSAN, British steamer, 1,417, E. J. Buller, 2nd Aug., Moji and 22nd July, Coal—Jardine, Matheson & Co.

CITY OF RIO DE JANEIRO, American steamer, 2,275, W. Ward, 6th Aug., San Francisco 6th July, Honolulu via Yokohama Kobe Nagasaki and Shanghai 3rd Aug., Mails and General—P. M. S. S. Co.

GODFREY, French steamer, 1,731, Orsini, 1st April, Saigon 15th March, General—Chinese.

HACTER, American steamer, 1,000, Comdr. C. H. Arnold, 7th Aug., Manila 4th Aug. HAKATA, British steamer, 1,885, J. B. Roach, 1st Aug., Fochow 6th Aug., Amoy 7th and Swatow 8th, General—Douglas, Lapraik & Co.

HERMES, Norwegian steamer, 849, J. C. Jensen, 9th Aug., Chefoo 3rd August, General—C. F. M. Co.

HUPH, British steamer, 1,894, Pennyfather, 8th Aug., Singapore 31st July, Sugar—Butterfield & Swire.

KRONA, British steamer, 1,115, R. Usar, 10th Aug., Bangkok 11th Aug., Rice and Timber—Yuen Fat Hong.

KWANGSI, British steamer, 1,240, A. Harris, 4th Aug., Canton 4th August, General—Butterfield & Swire.

KYOTO MARU, Japanese steamer, 1,666, T. Sakurai, 4th Aug., Moji 29th July, Coal—Doddwell & Co.

LOOSK, British steamer, 1,020, J. B. Jackson, 4th Aug., Bangkok 12th July, and Koh-chang 21st, Rice and Timber—Butterfield & Swire.

ON SANG, British steamer, 1,085, J. Young, 7th Aug., Sandakan 31st July, Timber—Jardine, Matheson & Co.

PETARCH, German steamer, 1,667, H. Ueker, 2nd Aug., Souabaya 23rd July, General—Gander, Wier & Co.

PERA CHULA, Chinese steamer, 1,012, B. Pigot, 19th July, Bangkok 25th July, General—Yuen Fat Hong.

SANDAKAN, German steamer, 1,374, E. Muhle, 1st Aug., Sandakan 25th July, Timber and General—Melchers & Co.

TAKSANO, British steamer, 977, Albert Smith, 8th Aug., Souabaya (Direc) 31st July, Sugar—Jardine, Matheson & Co.

THALYS, British steamer, 820, T. Hall, 30th July, Fochow 27th July, Amoy 28th, and Swatow 29th, General—Douglas, Lapraik & Co.

TIBETIAN, British steamer, 1,190, Davoon, 8th Aug., Bangkok 3rd Aug., General—Butterfield & Swire.

TRITOS, German steamer, 1,013, W. A. Dlose, 1st Aug., Saigon 1st Aug., Rice—Stemmen & Co.

YUENAN, British steamer, 1,115, P. H. Rolfe, R.N.R., 9th Aug., Manila 7th August, General—Jardine, Matheson & Co.

ZAVIRO, American steamer, 675, A. C. Whitton, 7th Aug., Manila 4th August.

Sailing Vessels.
 KELAT, British ship, 1,822, John Hughes, 4th Aug., New York 3rd April, Case Oil—Standard Oil Co.

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.
 Hongkong, August 10th, 1899.
 Albatross, dispatch vessel, 1,700 tons, 6 guns, 300 h.p., Comdr. Lieut. A. H. Smith, D.R.C.
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 Mr. J. S. Ezekiel Mr. F. R. R.
 Mr. R. M. Ezekiel Mr. A. Sinclair
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